

NAVY DEPARTMENT
BUREAU OF NAVIGATION

WASHINGTON D. C.

28 September 1925.

BUREAU OF NAVIGATION NEWS BULLETIN #67.

The Bureau requests that this Bulletin be given free circulation among officers and that items of interests be published to the Enlisted Personnel. This bulletin is not confidential and may be destroyed at the discretion of the Commanding Officer. Constructive suggestions for improvement will be appreciated.

INDEX OF SUBJECTS:

1. Officers of the Navy.
2. Promotion of Line Officers.
3. Re-enlistments.
4. Training Courses.
5. Conduct of United States Fleet personnel.
6. Naval Reserve Activities.
7. Hydrographic Office News.
8. Magnetic Compass Course.
9. Mailing of Log Books.
10. Motion Pictures.

1. Officers of the Navy. - An Unfrayed Honor. - Louisville Courier Journal (Independent) May 6, 1925. Nowadays when officers of the United States Army or of the United States Navy not infrequently resign their commissions to engage in the pecuniarily more profitable work of commerce, industry or finance, it is well to note the emphasis placed by the President in his Annapolis speech upon the dignity and honor with which a military commission of the American Government is invested.

The Naval officer, said Mr. Coolidge to members of the graduating class of the United States Naval Academy - and what he said to them applies with equal force to graduates of the United States Military Academy - is "a constant testimony throughout his life that America believed in military preparation for national defense, for the protection of the rights, the security and peace of her citizens. He is called to places of responsibility and command. He is given power of life and death over his fellow-countrymen." Finally, said the President, the naval officer represents "the power, the glory, and the honor of this Nation among foreign peoples with all the prominence that arises from wearing the uniform and carrying the flag."

It is this last point that has made of the naval officer, as it has made of the army officer and member of the diplomatic service, a figure of distinction. It would be unfortunate for the country if that distinction should

Bureau of Navigation News Bulletin #87 (continued)

over become lightly valued either by those who have it or by the people whose government, through its President, bestows it.

There are more things than an avenue of oaks centuries old that money cannot instantly grow. Of these one is the traditional honor that very properly invests officers who wear the uniform of the United States Army or the United States Navy. The compensation of these men, expressed in terms of the mint, is small when compared to that of leaders in private business. But their reward is great in their consciousness that they serve, not for selfish gain, but only for their country's security and honor. That service should insure for them a certain respect that millionaires may not command, that sons of the idle rich do not deserve and that even successful men of affairs do not receive.

The President speaks well in thus reminding the midshipmen of the inheritance that is theirs as commissioned officers of the United States Navy. The whole country should share the high appreciation expressed by him of the profession of arms, as that profession has been practiced by officers of the United States Army and of the United States Navy. His eloquent words should encourage the Government to make adequate financial provision - including salaries for officers - and should encourage graduates of West Point and Annapolis to dedicate their fine equipment to the uninterrupted service of their country."

2. Promotion of Line Officers.

To Captain.

| | |
|------------------------------|---------------|
| Robert Henderson | 26 Aug., 1925 |
| Joseph O. Fisher, (ad.no.) | 16 Sept. 1925 |
| William T. Conn, Jr., | do. |
| Carlos Bean, (ad.no.) | 2 Oct., 1925 |
| Roscoe C. Davis, (ad.no.) | do. |
| William D. Puleston, | do. |
| Frank C. Martin, | 16 Nov., 1925 |
| Stephen C. Rowan, | do. |
| Walter S. Anderson, | 23 Nov., 1925 |
| Henry D. Cooke, | 27 Nov., 1925 |
| Samuel M. Robinson, (ad.no.) | 1 Dec., 1925 |
| William W. Smyth, | do. |
| Ralston S. Holmes, | 16 Jan., 1926 |
| William J. Giles, | 9 Feb., 1926 |

To Commander.

| | |
|-----------------------|---------------|
| Andrew D. Denney, | 26 Aug., 1925 |
| Charles M. Yates, | 16 Sept. 1925 |
| Stuart O. Greig, | 2 Oct., 1925 |
| James C. Van de Carr, | 19 Oct., 1925 |
| John C. Cunningham, | 16 Nov., 1925 |
| Jabez S. Lowell, | do. |
| John F. Shafroth, Jr. | 23 Nov., 1925 |
| Karl F. Smith, | 27 Nov., 1925 |
| (Becomes addi.no.) | |

Bureau of Navigation News Bulletin #67 (continued)

To Commander (continued)

| | |
|----------------------|---------------|
| Ernest W. McKee, | 27 Nov., 1925 |
| Dallas C. Laizure, | 1 Dec., 1925 |
| Jules James, | 16 Jan., 1926 |
| John F. McClain, | 9 Feb., 1926 |
| John R. Beardall, | 13 Mar., 1926 |
| Timothy J. Kelleher, | 2 Apr., 1926 |
| Howard B. Macleary, | Undetermined. |

3. Re-enlistments. The average reenlistment-extension percentage for the fiscal year 1926 was 72%; that is, 72 percent of all men whose enlistments expired during the year either reenlisted or extended their enlistments. This is considered an excellent record. During the last few months the percentages have been:

May 52%; June 76%; July 78%; August 91%.

In view of the current shortages in the machinist's mates and engineman ratings, the following table shows a reassuring increase in reenlistments for these important ratings:

Percentage Re-enlistments and Extensions to Expirations of Enlistments.

| <u>Rating</u> | <u>May</u> | <u>June</u> | <u>July</u> | <u>August</u> |
|-----------------------|------------|-------------|-------------|---------------|
| C. M. M. | 69 | 100 | 100 | 96 |
| M. M. 1c. & M. M. 2c. | 43 | 73 | 68 | 95 |
| C. M. M. M. | 25 | 30 | 67 | 100 |
| Mo. MM 1c & Mo. MM 2c | 48 | 37 | 87 | 100 |
| Eng. 1c and Eng. 2c | 43 | 63 | 83 | 86 |
| Total | 45 | 72 | 85 | 93 |

4. Training Courses. From time to time the Bureau of Navigation has been apprised of excellent instruction material in the form of lectures, outlines, drawings and etc., that have been developed by officers for the instruction of men of various naval ratings. The Bureau has secured much valuable material of this kind and made it available to the whole Navy by incorporating it in the Training Courses, developed for the instruction of enlisted men.

Many of these Training Courses have not yet been developed and courses now in use must be revised from time to time. The task involved is a large one and officers having on hand instruction material that will be useful in the training of men in any naval rating can render material assistance by forwarding it to the Bureau with permission to use it in this way.

Bureau of Navigation News Bulletin #67 (continued)

5. Conduct of United States Fleet personnel. The Commander-in-Chief, U.S. Fleet Letter No. 80-25, dated 26 August, 1925 is quoted as follows:

"At Sea, enroute to
Pago Pago, Samoa,
26 August, 1925.

From: Commander-in-Chief.
To: FLEET.

Subject: Conduct of United States Fleet personnel during visit to
Australia and New Zealand.

1. During the just completed visits to Australia and New Zealand the Commander-in-Chief has been gratified to receive from numerous sources, including the Governors General and the Prime Ministers of both the Commonwealth and the Dominion, praise for the conduct and bearing of the Chief Petty Officers and enlisted men of the Fleet.

2. The Commander-in-Chief has expressed to these officials the pride he feels in the personnel of the Fleet.

3. The Commander-in-Chief takes this occasion to congratulate the personnel of the Fleet upon the favorable impression made by them upon the peoples and Governments of Australia and New Zealand.

4. Unit Commanders will please cause suitable publicity to be made of this letter.

R.E. COONTZ."

6. Naval Reserve Activities. The following is quoted from a report received from the Naval Reserve Air Station at Squantum, Mass.:

"The four T-6 engines shipped from the Naval Aircraft Factory arrived Monday afternoon and installation in three TGs began immediately in preparation of the flight to Mere Point, Maine, for the dedication of a tablet commemorating the landing of the Army Round the World Fliers at that point. All four TGs were ready by Wednesday noon but a northerly gale came up with a velocity varying from 30 to 40 miles an hour which continued until Thursday night. With the limited radius of the TGs it would have been impossible to have reached Portsmouth - the nearest place where gas could have been obtained - and the flight had to be abandoned.

"On Tuesday Lieutenant Dillon of the Bureau of Aeronautics arrived at the Boston Airport in a Navy DH carrying with him the Schiff Memorial Trophy. The following day at 11 AM the President presented this trophy to the winner, Lieutenant Reginald Des Noyes Thomas, USNR., executive officer of this station. Lieutenant Commander Noel Davis, Lieutenant W.B. Dillon, and Lieutenant Thomas accompanied Rear Admiral L.R. de Steiguer

Bureau of Navigation News Bulletin #67 (continued)

to the presentation exercises. After inspecting the Station at Squantum and the aircraft carrier Lexington Lieutenant Dillon returned to Washington on Friday carrying with him the Sciff Trophy for retention in the Navy Department.

"Class II completed their active duty on Saturday. Five of the seven members in this class satisfactorily completed the primary flight training. Their average solo time was 23 hours at the end of their 45 days training."

7. Hydrographic Office News. It is desired that enlisted men (in the Quartermaster rating) about to retire be furnished with information concerning the opportunities which may become available to them for procuring employment (while on the retired list) under the Civil Service.

The Hydrographic Office on frequent occasions applies to the Civil Service for applicants, men who have had sea service and can pass the Civil Service requirements, for "Nautical Assistant", to fill positions in the Hydrographic Office and in the Branch Hydrographic Offices located in practically all large cities having connection with the Merchant Marine.

Retired Chief Quartermasters could, as a rule, pass the necessary examinations and they would be valuable men in these positions.

Many men transferred to the Fleet Reserve, or to the retired list seek employment and the resulting pay. They are eligible for these Civil Service examinations and employment, the remuneration being additional to their retainer or retired pay.

It is suggested that Quartermasters now on active duty who are to retire in the near future and who may be interested, be directed to file the necessary application direct with the Civil Service Commission, Washington, D.C., who will be able to give the necessary information as to when the next examination will be held.

Immediate employment cannot be promised. It is desired, however, to get as many as possible of these men on the Civil Service eligibility lists in order that they may be available when needed.

8. Magnetic Compass Course. The following is an extract from the Annual Report of the Naval Observatory:

"The routine review of annual compass reports from vessels has been executed and the results show that on the smaller vessels, such as destroyers and submarines, which are equipped with gyro compasses, there is a decided tendency to neglect the magnetic compasses and to place entire dependence on the gyro compass. This is a dangerous practice from the navigational point of view and efforts are being made to improve this condition.

Bureau of Navigation News Bulletin #67 (continued)

These reports also show that some of the younger officers are not familiar with the deviation of the magnetic compasses, and to correct this condition it is urged that more young officers should take the compass course. The compass school at the Naval Observatory has been kept available at all times for officers desiring to take the compass course, but during the fiscal year only one officer took the course and he only partially and hurriedly.

It is believed that the development of the gyro compass has lead to a regrettable lack of interest in and understanding of the importance of the magnetic compass. To overcome this, more officers should take the compass course."

Applications received from officers attached to ships undergoing overhaul in Navy Yards to take above Compass course will be approved if practicable and officers ordered to Washington for that purpose.

9. Mailing of Log Books. The last paragraph of Article 9 in Bulletin #66 recommends that packages of logs exceeding 4 pounds in weight should be divided into smaller packages, thus avoiding excess postage. This is rescinded.

Packages should not be divided but forwarded in one package at the usual postal rates.

10. Motion Pictures. The Bureau has purchased the following feature motion pictures for distribution to ships and stations taking Navy Motion Picture Service:

| <u>TITLE</u> | <u>STAR</u> |
|---------------------------|----------------------|
| California Straight Ahead | Reginald Denny |
| He's a Prince | R.Griffith-M. Brian |
| The Golden Princess | Betty Bronson |
| New Brooms | Hamilton-Love |
| Lovers in Quarantine | Daniels-Ford |
| The Pony Express | Compson-Torrance |
| Seven Keys to Baldpate | D.MacLean |
| The Vanishing American | Dix-Wilson-Berry |
| Shore Leave | Barthelmess-Macknall |
| Classified | Corinne Griffith |
| The Dark Angel | Colman-Dana |
| What Fools Men | Stone-Mason |
| The Midshipman | Ramon Navarro |
| Graustark | Norma Talmadge |
| Lights of Old New York | Marion Davies |
| Tower of Lies | Shearer-Catney |
| Exchange of Wives | Boardman-Cody |

Bureau of Navigation News Bulletin #27 (continued)

Motion Pictures (continued)

| <u>TITLE</u> | <u>STAR</u> |
|----------------------|--------------------|
| High and Handsome | Maurice Flynn |
| Below the Line | Kin-Tin-Tin |
| The Live Wire | Johnny Hines |
| The Coming of Amos | Rod LaRocque |
| Kentucky Pride | Walthall-Astor |
| Havoc | Bellamy-O'Brien |
| Some Punkins | Charles Ray |
| Thank You | Jacqueline Logan |
| The Great Sensation | Wm. Fairbanks |
| Speed Man | Wm. Fairbanks |
| One Glorious Night | Elaine Hammerstein |
| The Overland Limited | Malcolm McGregor |
| The Police Patrol | James Kirkwood |
| The Circle | Boardman-McGregor |
| The Prairie Pirate | Harry Carey |
| Sporting Life | Bert Lytell |
| The Storm Breaker | House Peters |
| The Iron Horse | Madge Bellamy |
| The Fighting Heart | O'Brien-Dove |
| The Timber Wolf | Buck Jones |

11. U.S.S. S-51; Loss Of. The following is an extract from a letter received from the Recruiting Office, Indianapolis, Indiana:

"Mr. Frederick E. Teschemacher of 4071 College Ave., this city, father of the twin brothers on the S-51, called at the office this morning. Amongst other things he said 'I am proud that my sons were serving their country when they died. I think the Navy is the finest possible life for any young man who wishes to travel. I have nothing but the highest regard for the Navy and if you ever have any young men come in who are doubtful about joining the Navy, I would be glad to have you send them to talk to me and I'll tell them what I think of the Navy and that there is nothing better that they could do than join it'".

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Department distribution,
I, II, III, IV, V, VI, VII, VIII, IX, X, (a,b,c).